Montana and the Sky

MDT- Department of Transportation Aeronautics Division Vol. 50 No. 9 September 1999

Clayton Retires

Retirement is going to be a way of life for Clayton Wilhelm. Clayton has worked at Montana Aeronautics for a little over six years and is going to retire on October 1. He will have more time for his hobbies: working most things mechanical, home-built aircraft and going to air shows.

Prior to working at Montana Aeronautics, Clayton was a member of the Montana National Guard for 31 years. He had worked as a Technician with the Guard for 28 years on L-19, L-20 fixed wing, OH-13 through Cobra Helicopters.

During his time at Aeronautics, Clayton kept busy in his spare time completing a homebuilt RV-4. Clayton is pictured in N94145.

While at the Flight Safety Expo in West Yellowstone last month, Clayton got the opportunity to check our Harrison Fords' DeHavilland Beaver

Clayton said that working at the Division has been an experience. Some of the things he found most fun to do and get paid for were: climbing mountains to service beacons and seeing nature at its best; four-wheeling; snowmobiling; and traveling to state airports to work on the airports and NDBs. He even spent some time working on the Division aircraft!

Clayton has been a valuable asset to the Division. We wish him well in his new endeavors.

Administrator's Column

AOPA FIGHTS EFFORTS TO MANDATE NEW ELT'S: The Aircraft Owners and Pilots Association (AOPA) appealed to the U.S. Senate and House legislators not to respond to such attempts. AOPA President, Phil Boyer noted that the FAA is testing Automatic Dependent Surveillance-Broadcast (ADS-B) technology under its Safe Flight 21 program and have noted that this technology could be more effective in locating aircraft. Boyer told the legislators that "All ELTs, including the 406 MHz models, may be obsolete in just a few years". AOPA also disputed that current 121.5 MHz ELTs need to be replaced and that the false alarm rate has declined since current ELT's have been upgraded to TSO-91a standards. The current 121.5 MHz ELT's cost about $250 - $500 while the proposed 406 MHz ELT's cost about $2500. Boyer stated that "AOPA supports the transition to more reliable ELTs under TSO91a and the mandatory annual ELT inspection. However, we believe the cost of the 406 MHz ELT is too high and its known benefits too small to mandate its universal use in general aviation aircraft." I have to agree with Phil Boyer however I have another reason to resist being mandated to spend the extra money on the 406 MHz ELT and that is, that although it could well be superior, it will still have the same failure rate as the 121.5 MHz ELT in actual aircraft crashes as nothing is being proposed to correct the REAL failure problem which is to survive the crash. To my knowledge nothing is being proposed which will eliminate the antennas, cables, or ELT from being pulled loose or destroyed. THIS IS THE REAL PROBLEM! Finding the aircraft with a functioning ELT in the U.S. is not a problem at all! I have long advocated that we need to design an externally mounted small, light-weigh ELT which has a built in antenna, aerodynamically designed for external mounting and capable of withstanding high impacts. Some of this technology already exists in wild game collars which are very durable in all kinds of adverse conditions and even operate continuously for up to 5 years. I say, lets address the real problem instead of throwing more money at something which still ignores the real problem.

DON ENGEN TO POSTHUMOUSLY RECIEVE MERITORIOUS SERVICE TO AVIATION AWARD: Mary Engen will accept the National Business Aviation Association's (NBAA) 1999 Award for Meritorious Service to Aviation on behalf of her late husband, Don Engen, during NBAA's annual convention in October. Don Engen was killed in a glider accident this past July. In addition to a meritorious flying career in the U.S. Navy Don was also an avid general aviation flyer and was very active in the Soaring Society of America. I'm sure many of you remember Don Engen from our 1996 Montana Aviation Conference when he was the Administrator of the Federal Aviation Administration. To my great surprise Don Engen presented me with U.S. and World flight records for flying my Bonanza from Honolulu to Oshkosh during his presentation. Also, during Don's presentation he told a story of flying his Bonanza across Montana on a Sunday and reporting to Flight Service that he had to land due to an electrical problem. He was inquiring about the availability of an A&P mechanic when an A&P mechanic flying near the area heard him and landed and repaired his generator. He had forgotten the A&P mechanic/pilot's name and asked if this man would possibly be in the room and to everyone's surprise Ken Wendland stood up. Don publicly thanked Ken. Don and his son flew the Bonanza across the North Atlantic to Europe. After retiring from the Navy Don served as general manager for Piper Aircraft and later was appointed to the National Transportation Board by President Reagan. He served as president and chief executive of the AOPA Air Safety Foundation from 1987 until 1992. In 1996 he was appointed as director of the Air and Space Museum and at the time of his death was the driving force in raising private money for construction of the new $130 million Air and Space museum addition at Dulles airport which will house aircraft too large for the downtown museum. Over the years our paths have crossed many times and with Don's wife Mary having strong childhood family ties in Montana we had become good friends. On behalf of the Montana Aeronautics Board and Division and the entire Montana aviation community I would like to extend our condolences to Mary Engen and the Engen family.

ADMINISTRATION APPPEALS FOR GA SUPPORT FOR USER FEES: The Clinton Administration officials recently called general aviation (GA) industry leaders to a meeting in an effort to try to gain GA support for a separate air traffic control "corporation" that would be user fee funded. The presidents of the Aircraft Owners and Pilots Association, General Aviation Manufacturers Association, National Air Transportation Association and National Business Aircraft Association as well as other industry officials attended the meeting. The GA leaders were asked if there was any way that general aviation community would change their position on the user fee/ privatization concept? The GA leaders stood fast on their position to continue to oppose the concept.

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FAA Clarifies Homebuilt Flights

Amateur-built aircraft now receiving special airworthiness certificates can fly over densely populated areas or on congested airways, according to a clarification issued by the FAA.

That clarification was requested by the EAA following questions from aircraft builders regarding an FAA bulletin issued in May 1998. That bulletin, which outlined operating limitations for homebuilt aircraft over populated areas, raised some confusion among both aircraft builders and local FAA officials.

Amateur-built aircraft in the Experimental category that received an airworthiness certificate before May 28, 1998 and have authorization to make takeoffs and landings over densely populated areas continue to have authorization to fly over those areas for "en route operations." Those operations include fly-overs after takeovv, before landing or to reach non-populated areas. They are not required to have revised operation limitations that specifically authorize those operations.

Amateur-built aircraft receiving airworthiness certificates after May 28, 1998 may fly over densely populated areas if the operator has determined:

- the aircraft has no unsafe or hazardous operating characteristics or design features;
- the aircraft is controllable throughout its normal range of speeds and during all maneuvers to be executed during normal flight and flight testing.

Flight authorization over densely populated areas may be issued prior to the completion of Phase I testing, which is the initial testing of a completed amateur-built aircraft. The authorization will state that Phase I testing must be completed to validate the authorization. When Phase I testing is completed, no further approval is needed to fly over densely populated areas.

Airworthiness Inspectors from local FAA FSDOs or Designated Airworthiness Representatives may issue the authorizations. Designated inspectors must have concurrent approval from the local FSDO before the authorization is effective.

Angel Flight West

The mission of Angel Flight West is to arrange free air transportation throughout the western states in response to medical and other compelling human needs. Angel Flight West links volunteer private pilots with needy people whose health care problems require long distance travel to and from medical facilities.

Angel Flight West volunteer pilots also donate flights when other urgent and compelling needs of individuals and families require a compassionate response.

Angel Flight West is an opportunity to combine your love of flying with volunteer community service. Your participation will benefit people whose medical problems have left them unable to reach places where they can get needed diagnosis or treatment.

Angel Flight is known and utilized by public and private hospitals and medical centers, and a wide variety of social services agencies.

Angel Flight West needs pilots in Montana to volunteer and assist in this effort. You can learn more about Angel Flight by checking out its website at www.angelflight.org or call or write Terry Judge, MD at 3405 S. Lincoln Drive, Spokane, WA 99203 (509) 624-8512 or e-mail Dr. Judge at tjjudge@home.com.

Calendar

September 10 - 12 – Columbus Airport Grand Opening and South Central MPA Hangar and Billings EAA Fly-in. Lots of activities and fun planned. Call Rickmans at 328-4375 for info.
September 11 – Beaverhead County Airport Days. Breakfast 7-10; lunch 11-2, flying demonstrations at 10, aircraft displays, Dillon Hangar MPA.
September 17 – 19 – Mountain Search Pilot Clinic, Kalispell.
September 18 – Aerotronics Annual Open House, Billings.
September 24 – 26 – Montana Pilots Association Fall Fly-in and Experimental Aircraft Association Air Fair, Great Falls.
September 25 – 26 – CAP Counter Drug Training Mountain Flight Clinic, Great Falls. Call (888) 454-3287 for info.
October 1 – MPA barbeque and meeting, 5:30 pm, Vetter Aviation, Helena.
October 2 – Hirsch 6th Annual Fly-in. Hirsch Ranch east of Rock Springs, MT, beginning with dawn patrol, air games, good food, excellent socializing! Call Al or Barb at 354-6009 for more info.
October 16 – 17 – CAP Aerial Search and Rescue Training Exercise, Hamilton Airport. Call (888) 454-3287 for info.
October 21 – 23 – AOPA Expo'99, Atlantic City, NJ.
November 6 – AOM Board Meeting, Helena.
March 2-4, 2000 – Montana Aviation Conference, Billings.

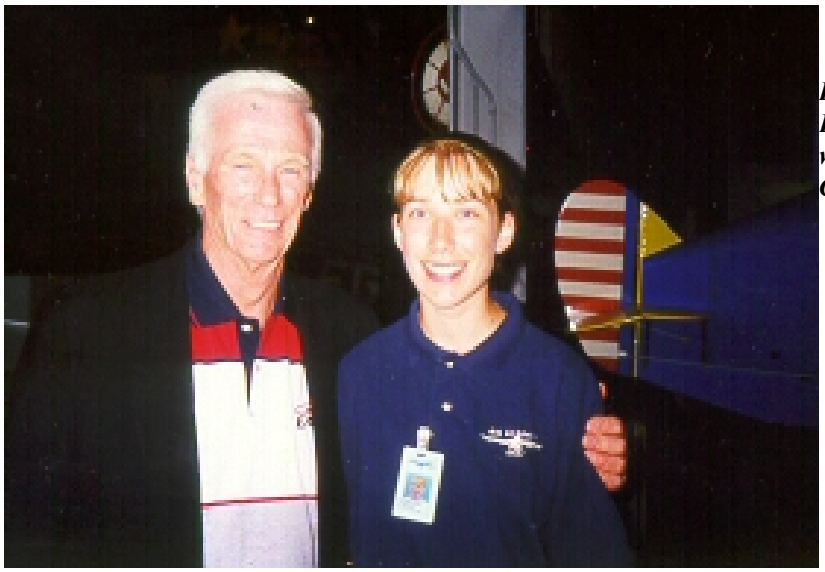
Change at Bozeman

Bozeman VOR/DME Frequency Change Has Been Delayed

The VOR Frequency of 112.Mhz and TACAN Channel of 59 Will Remain the Same

Because of conflicts with the weather, the FAA's planned frequency change for the Bozeman VOR/DME has been postponed. All new Jepeson and NOS charts have already been updated to show the change to the new frequency so be aware of this and be sure to check NOTAMS with Flight Service.

Katrina Goes to Oshkosh



Katrina Wahl of Cut Bank is pictured with astronaut Gene Cernan.

"Everybody ready? Okay on the count of three—one…two…three!" A swirl of thirty balsa gliders jumped into the air, released from their rubber-band catapults. Some of them, to the dismay of their owners, swooped up and came down nose-first in the grass within a few seconds. The more successful aircraft made a loop and leveled out in smooth glides, ducking and cresting with the breeze. My glider flew tolerably well, and improved its performance as I practiced launching it.

All the gliders were cut, sanded, super-glued, and fine-tuned by their thirty owners, who, besides being amateur glider-launchers, were students at the EAA Air Academy in Oshkosh, WI. From July 21-30, these privileged high-schoolers spent time every day in both a classroom and a workshop.

In the classroom we learned, among other things, basic physics, wing aerodynamics, and air flow, from our engineer-teacher. Explaining concepts in simple terms and demonstrating with his "toys" (balloons, funnels, balls), he made the classroom sessions fun. In the spacious workshop, we worked with experienced instructors to build not only gliders, but also wooden and metal wing ribs, fiberglass clipboards, aluminum instrument fixtures, and fabric-covered frames.

In addition to making airplane parts and modifying our gliders, each of us took a Young Eagles Flight with licensed pilots. Thirty different times, the pilots explained their checklists and instrument panels to the students, then in the air executed stalls and steep turns. On my flight, the first stall wasn't exciting enough for me, so the pilot pulled a more dramatic one. My insides jumped up giddily, and I suddenly was as light as a hummingbird. If the pilot was willing, I could have done stalls all afternoon, and enjoyed it.

Though always interesting, the academy wasn't all workshops and free time. The students met several dignitaries, including Gene Cernan, the last man to walk on the moon; Chuck Yeager, the pilot who broke the sound barrier; Tom Poberezny, president of EAA; and Patty Wagstaff, famed aerobatic pilot.

Seven days into the academy, the world-renowned EAA AirVenture officially began. Thousands of aircraft, from warbirds to ultralights to homebuilts, converged in Oshkosh on the AirVenture grounds. Enormous exhibition halls housed all airplane-related items imaginable. Long rows of striped tents shaded merchandise from the hot sun, or offered tempting sweets and hot dogs. And on any given day, scattered across the grounds, clustered around eye-catching airplanes, and lined up in front of tent vendors, were 180,000 people. Add that all to 15,000 aircraft, and you've got quite an event.

I am grateful that I was given the opportunity to be part of this event and to participate in the academy. It was an enriching and eye-opening experience, one that any young aviation enthusiast should try out. For those who are beyond the high school years, the annual AirVenture offers plenty of excitement and entertainment, including thrilling airshows.

I wish to say a great big "Thank-you!" to everyone who played a part in sending me to Oshkosh this summer. I can now say from personal experience that it is definitely incredible and unforgettable.

NOTE: More than $ was donated during the annual Montana Aviation Conference to assist in sending Katrina to the EAA Air Academy. Northwest Airlines gave Katrina a complimentary round-trip airline ticket to Wisconsin. Thanks to Northwest Airlines and to each of you that gave to make this dream come true for Katrina.

Instructors and students in the workshop working with wooden wing ribs.

Oshkosh 1999

Weatherwise, there were two distinctly different Air Venture '99s. Wednesday, Thursday and Friday went from bad to worse to absolutely miserable on the heat and humidity index. At mid-afternoon on Friday, a 104 degree reading was being intoned on the Oshkosh area time and temperature phone recording! Mercifully, however, a cool front swept through Wisconsin that night and after things dried out on Saturday morning, everyone enjoyed beautiful weather until the final day on Tuesday when a few brief rain showers moved through. Saturday and Sunday nights, in fact, actually got a little nippy for those in the campgrounds.

Visiting with Mike Ferguson in the NASAO tent at Oshkosh is Department of Transportation Secretary Rodney Slater and FAA Administrator Jane Garvey. The Secretary and Administrator conducted a "Meet the Boss" session, an open forum for aviation interests to discuss issues and concerns.

In your wildest dream did you ever expect to see this extinct aircraft flying again? Greg Herrick's 1929 Kreutzer Air Coach was the Transport Category Champion.

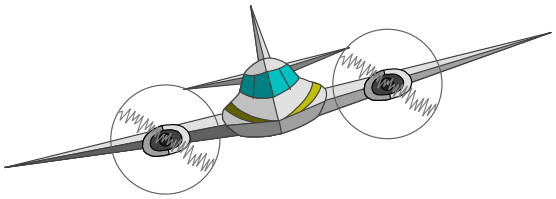
Montana friends at Oshkosh 1999 are (left to right) Don Peterson, Stacey Rowley and Keith Kinden from Libby, Montana. The team had a show booth at Oshkosh exhibiting the Montana Float Company's 2200 amphibious floats.

The weather did lower attendance at AirVenture '99. Apparently expecting the heat to continue through the weekend, the general public did not turn out in the usual numbers on Saturday and Sunday. Total estimated attendance at EAA AirVenture'99 was 765,000, which was down somewhat from the total for 1998.

Bad flying weather in the East and Southeast kept showplane totals down also, although 2,239 aircraft eligible for trophies did make it to Wittman Regional Airport during the seven day event. There certainly was no let down in quality or diversity. Absolutely stunning homebuilts and vintage restorations abounded…and who ever expected to see a Fokker Super Universal, Sikorsky S-38 and a Kreutzer Air Coach flying in the final months of the Twentieth Century!!

Don't Let Static Do This To You!

By: Martin Hale
Montana Seaplane Pilots Association
Whitefish, Montana



I was in Fairbanks, Alaska in September of 1997, filling my Cessna 180 on floats with a plastic, gasoline-approve, can and using a plastic funnel lined with a chamois when fellow pilot, Doug Millard, stopped by. Doug has been in aviation most of his life, from airplane mechanic to retiring as a captain for Wien Air Alaska, and he is still flying! As Doug watched me fueling he commented, "You know, you shouldn't be pouring fuel that way. I've seen two float planes catch fire by static electricity!"

That definitely got my attention! I had heard and read about the dangers of static electricity but had never fully understood what causes the problem in a fueling situation. After a direct warning from such and experienced pilot I was very apprehensive about fueling from plastic container, and being a pilot on straight floats I am dependent on fueling with cans a great deal. I started asking questions at every fuel stop, and to every pilot I came into contact with about their knowledge of the static electricity problem. Almost everyone had the same comments:" Yes, I know of the potential problem, but I don't really understand it." Or, "yea, I know there could be a problem, but I have always fueled with plastic and never had a problem so the risk must be small." These answers did nothing to lessen my apprehension. I decided to do some investigating on what the danger of static electricity are, and how we might be able to prevent possible fires.

Static electricity is a fairly common phenomenon. Its danger lies in the fact that it is an invisible, silent enemy that is often unpredictable. Even certain weather conditions can effect the build up of static thunderstorms, cold and dry or hot and dry conditions may increase the risk of a problem. Static is non-hazardous unless it builds up under given conditions to the point that it makes a spark and ignites your fuel. This situation usually occurs as aviation fuel is being poured into an airplane. While there can be a static problem when fueling from both metal and plastic cans, it appears there is a grater risk while using plastic. In fact, some of the fuel truck drivers I spoke to said they are not supposed to fill and use plastic cans at all! However, most of them admitted doing it anyway, "because everyone uses plastic cans."

I started my research by trying to determine just how the static forms when pouring from a can into a funnel. My first call was to Jerry Hartnett, the sale representative for Exxon in Montana. He sent me copies of the National Fire Protection Agency's bulletins #407 Aircraft fuel servicing, and 377 Static Electricity. I found these publication to be very helpful and I would recommend them to those who are interested in this subject.

Next, I looked up the guy who got me started on this mission, Doug Millard. Doug put on his track shoes and went in search of an old FAA film that he had seen on the subject. He soon learned that the FAA had thrown out all their old films years ago. However, they remembered that someone had taken that particular film and perhaps it could still be around. Doug didn't give up hope, He kept searching and found the fellow who had the films! The Alaska Safety Foundation then helped us by converting the films into VCR tapes. The film is very helpful in demonstrating how static electricity forms in different situations.

The more that I learned abut static electricity the more it became clear to me that this is a problem that has many interesting and complex issues. As intriguing as all the technical facts are, I wanted to focus on how we can prevent fires while fueling our planes from cans, especially plastic cans and funnels since these are what many of us rely on in our flying practices. Metal cans would be the safest choice in fueling because they are easily bonded, thus produce less risk. However, due to their weight they are often not a viable option for most of us. (I weighed both a metal and plastic can: the plastic weighed 3lbs. And the metal 8lbs.) many pilot see the words "Gasoline Approved" on their plastic fuel cans and believe everything is okay, but this approval does not pertain to any risks associated with static electricity! The statement only claims that the given container is colored red and will hold gasoline securely without leaking or breaking.

Static electricity becomes a problem when fuel is poured though the air and splashes in a funnel, especially a plastic funnel. By using a spout on your can that is long enough to allow the fuel to enter the tank under the existing fuel level it will reduce the opportunity for static to build up. A promising product is a siphon hose that Lake and Air has that allows you to siphon from the bottom of your can into the bottom of the existing fuel in your tank. This would work great if you are using filtered fuel from a clean can and do not have to use a filtered or screened type can. In addition, it is important to note that when using a funnel it should be made of a material that is a conductor of electricity. There is less of an opportunity for static build up and the funnel can and should be bonded.

The National Fire Protection Agency says that using a chamois in a funnel to filter fuel is extremely hazardous because of the build up of static electricity. This suggestion is frowned upon by many pilots who fly in the North Country, particularly Alaska, who rely on chamois to filter our water and dirt from their fuel. I spoke to some of these pilots and they related that they had been using chamois for years, but that they also used metal funnels instead of plastic. While this is very interesting debate (worthy of its own investigation) I am going to focus on using clean fuel from filtered pumps.

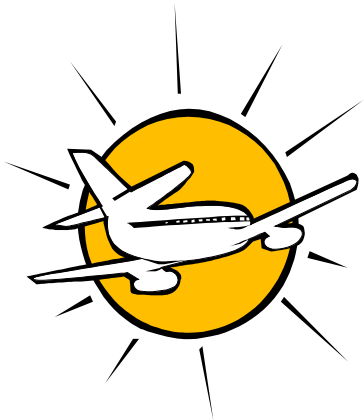
One possible solution to the static problem is the use of a metal funnel or the "Mr. Funnel". The Mr. Funnel is constructed of carbon and powdered stainless steel and conducts electricity like metal and can be bonded. This funnel also screens contaminated fuel. For more information on this product you can contact: Alaska Products, Roger Patch, (907) 688-1555.

Another interesting warning comes from the National Fire Protection Agency. They warn that the build up of static electricity may occur when hauling fuel in the beds of trucks with plastic bedliners or in the backs of cars or vans that have synthetic carpeting. Cans in either of these situations while being transported should first be set on the ground before being used for fueling. This is a serious problem and many states report that they have had several fires due to this kind of situation. For example, since March 1995, in Chesterfield, Virginia six separate fires were started at service stations due to static electricity. Also, according to the Oklahoma based. Petroleum Equipment Institute, 30 fires can be attributed to cans being filled with fuel while in the bed of trucks with plastic bed liners!

The more I learned about the complex nature of the static problem the more I realized that while there are many steps pilots can take to prevent a fire due to static electricity we must be prepared for such a situation. Obviously, the most important piece of equipment that we carry in our planes to fight fires is our fire extinguishers. Well, what about your habits with this crucial piece of equipment? Is your extinguisher approved for gasoline ignited fires? Do you take it out of your plane while fueling, and keep it close at hand during the fueling process? The pilots with whom I spoke that have seen planes catch fire due to static electricity related that is they did not practically have the extinguisher in their hand at the time the fire started there would have been no way to control the blaze! A extinguisher does us absolutely no good if we can not get to it fast! I recently took an interesting course on the use of fire extinguishers on gasoline fires from the Helena, Montana Airport Fire Department in regards to gasoline fires. This course was quite the eye-opener! During this one hour course we were taught the proper us of and extinguisher as well as which ones work and which ones do not. Unfortunately, the type of extinguisher that they recommend as being the best, a large dry chemical model, is too large to carry in small planes. However, they did suggest that pilots should contact an extinguisher dealer and find out what would work best on gasoline fires and still suit our need for something compact. They also gave us a list of rules regarding the safe fueling of our planes. One fuel was not to fuel from plastic cans at all! Here we go again. What are those of us to do who have planes on straight floats and do not have constant access to a fueling station?

There is not a concrete answer to the problem of fire risk due static electricity. However, I so believe that many of the suggestions that I found can help us prevent a fire, and that is exactly why I embarked on this research. I hope that by bringing this issue to light and giving some practical suggestions, maybe a pilot out there who was not aware of this problem could be saved from the disaster of losing his plane, or worse, being injured or killed due to a fire.

This article can be summed up by some great information that was found on the Internet by Gordon Berturelli of Calgary, Alberta. Gordon was the manager of a number of Exxon FBO's in Canada for 23 years and has a company in Calgary called Danatec (for info. Call: (403) 281-1266). He summed up this problem by saying:" Ordinary plastic funnels/container should never be used for refueling purposes. The materials used in the makeup of plastic "pick up" the static charge that is in the air, and help to conduct the charge across the top of the funnel, thus can cause an explosion when the fuel is poured into the funnel. The best method of transferring fuel from the container into the tank is by using a metal funnel or a funnel like Mr. Funnel that conducts electricity and is fitted with a bonding wire, which is connected to the wing. This is the only method that is recognized by the aviation industry. Most floatplanes have an eyebolt connection nest to the filling point. If not, a clip can be connected to your bonding wire and should be attached to a clean bonding point on the aircraft." Most significantly, Gordon says, "It's not a matter of <u>if</u> you will ever have a fire, it's <u>when</u> you will have one!"



More Schafer Meadows

Lieutenant Governor Judy Martz got to visit with crew and trail workers for the United States Forest Service while attending the Aeronautics Division annual Schafer Meadows Work Session. These young people from all over the country enjoyed their summer working in the Great Bear Wilderness Area. Loren Smith looks on as Lieutenant Governor Judy Martz serves a roasted pig dinner to volunteer workers on Saturday evening. During an information session Saturday night, Bob Davis of Helena discusses issues with Al Koss and Deb Manley of the United States Forest Service.

Thank you, Keith Kinden

In 1999, the two aircraft that went to search stage in Montana had three similar characteristics. Neither of the aircraft filed a flight plan, the ELT was instrumental in the search efforts and two Montana volunteer pilots went beyond the call of duty to assist in search efforts. Thank you to Keith Kinden and Orville Moore.

On June 6, 1999, at 11:25 MDT, Patty Kautz, the on-duty person from Montana Aeronautics, was called by the Air Force Rescue Coordination Center in Langley, Virginia, and was given the coordinates of an ELT. At 12:35 the satellite system recorded a negative hit on the ELT which was first plotted in the Libby area. The next satellite pass was positive followed by another negative pass. Patty had checked with flight service to see if there were any overdue flights in Montana and flight service informed her that there were no over due aircraft. At 3:30 MDT Patty called Langley AFRCC to update the ELT status, the ELT had taken a positive pass.

Patty called Keith Kinden, a volunteer mountain search pilot from Libby. Keith put the direction finding equipment on his aircraft and proceeded to locate the source of the ELT signals. Keith homed in on the ELT and tracked the signal to aircraft wreckage approximately 11 miles west of the Libby airport at about the 6.100-foot level.

The private pilot, Jack Bigham from Redding, California, was flying a Wayncraft 14 an amateur built aircraft with amphibious floats. The Wayncraft 14 is a replica of the Piper PA-14. The pilot was the sole occupant and was found to be fatally injured.

Thank you, Keith for your continued support of the Montana air search program.

Here's to Orville

On the afternoon of Saturday, August 28th, an ELT beacon located on the South side of the Big Snowy Mountains was picked up by an overpassing satellite and several aircraft throughout Southern Montana. The information was collected by the Air Force Rescue Coordination Center in Langley Virginia, which relayed the information to Jim Greil, the Montana Aeronautics Search and Rescue coordinator on duty. By the time 7:00 p.m. had arrived, even though there was no report of an overdue aircraft or of missing persons, local sheriff departments had been notified and Orville Moore of Roundup was preparing to fly a search mission with three observers in marginal weather to try and locate the source of the signal. As many of you now know, the signal was real and an aircraft with four occupants had crashed. What many of you don't know were the fantastic efforts made by the people involved with the search and especially Orville Moore. After flying on the search mission in much less than favorable weather conditions and into darkness, Orville returned to the airport in Roundup. Upon arriving home, he immediately jumped in his truck and spent nearly an hour driving back to the search area, where armed with a signal homer, proceeded to hunt down the signal till nearly 2:00 in the morning when the weather and terrain conditions finally forced an end to the nights search. At daybreak in Roundup, Orville was once again ready to fly to try and locate the signal, however, as circumstances had it, The wreckage was spotted from the ground. Orville then proceeded to travel back to the site and aid law enforcement officers in their recovery attempts. Its sad that the efforts provided did not pay dividends since all occupants in the plane were killed in the crash, but its always nice to know that their are individuals out there like Orville Moore, who without compensation and at the drop of a hat, will put their lives on hold to help others. When asked about this, Orville's response is a reminder to us all. "This can happen to anyone. Next time, it could be me out there whom you're looking for."

Right after a military C-5 Galaxy landed and cleared the active, it taxied by a Boeing 747 that was holding short of the runway. The Galaxy captain, knowing how much larger his aircraft was, keyed the mic and asked the 747 captain, "Hey little buddy, what's your gross?" Not to be outdone the 747 captain keyed his mic and replied, "A little over $200,000 a year. How about you?"

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